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THOMAS TELFORD, First President Inst. C.E.	<i>Frontispiece</i>
Mr. JOHN D. WATSON, President Inst. C.E.	<i>facing page 13</i>

* Correspondence on Papers appears in the October Journal, but is bound in Volume 1.



THOMAS TELFORD, F.R.S.

PRESIDENT 1820-1834.

THOMAS TELFORD.

THE life-history of Thomas Telford, born in 1757 at Westerkirk, near Langholm, Dumfriesshire, the son of a shepherd, and apprenticed to a mason at the age of 14 years, should be known to every engineer, as it illustrates how a man rose through his own efforts from the humblest beginnings to the position of the leading engineer in the British Isles. Although the Caledonian canal and the Menai bridge are his most famous works, yet examples of his genius are found in very many parts of England, Scotland and Wales. 920 miles of good roads and 1117 bridges were added to the means of communication in North Scotland. Roads and bridges constructed in North Wales opened a safe route to Holyhead. Whether applied to the construction of a canal between Birmingham and Liverpool or of a bridge at Edinburgh, or of the skilfully-planned North Level drainage in the Fen country, his ability was outstanding. His fame was also known in Europe and he was called in as consultant by various foreign Governments. He personally planned the construction of the Gotha canal to complete the communication between the Baltic and the North Sea, and as a result he was looked upon in Sweden as a public benefactor, and the Swedish Order of Knighthood was conferred upon him. Telford was a man of kindly and generous disposition, a cheerful companion and full of anecdote. He was described by the poet Southey as "A man more heartily to be liked, more worthy to be esteemed and admired, I have never fallen in with." Telford died in 1834, famous for his work on canals, bridges and roads, and was buried in Westminster Abbey, near the middle of the nave, on September the 10th of that year.

FOREWORD.

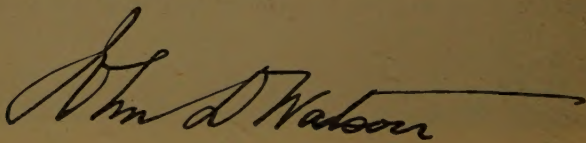
THE Journal of The Institution of Civil Engineers, which makes its first appearance with this Number, is designed to keep members continuously informed of the work of The Institution in furthering the main object of our Charter; namely, "the advancement of mechanical science."

The Journal will maintain continuity with the "Proceedings," which have been published regularly for the last 98 years, following on the earlier Transactions, which were published from 1836 to 1844. It is intended, however, that the Journal shall fulfil the desire of the Council to make available to the members the Papers read at Ordinary Meetings, and the Discussions upon them, at an earlier date than has hitherto been possible.

Opportunity will also be taken to publish in the Journal the "Sessional Notices," accounts of important works in progress, and information about the activities of the Local Associations, and to record, with as little delay as possible, the work of important bodies like the recently formed Research Committee, which has been charged with the work of initiation and co-ordination of research in subjects of particular interest to Civil Engineers.

I take pride in the fact that it falls to me, as one of the earliest acts of my year of office as President, to inaugurate the Journal; but it is to the Council, who, under the Presidency of Sir Richard Redmayne, were responsible during the last Session for the decision to make this notable change, that all thanks are due.

I look forward with confidence to the important part that the Journal is expected to take in nurturing and extending the great work of "directing the sources of power in nature for the use and convenience of man," which was laid down as the duty of the Civil Engineer when Thomas Telford was our first President.

A large, elegant handwritten signature in dark ink, which appears to read "John D. Watson". The signature is written in a cursive style with long, sweeping strokes.

President Inst. C.E.